



## **Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU)**

**Transportation Reauthorization  
Park Roads and Parkway Program &  
Transportation Management Program  
Presentation  
November 10, 2005**



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*What Is SAFETEA-LU,  
and What Does It Mean  
for the National Parks?*



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- 1. SAFETEA-LU Overview**
- 2. Park Roads and Parkways Program (PRPP)** (continues the established program)
- 3. Alternative Transportation in Parks and Public Lands Program** (new program)
- 4. Other Related Programs**
- 5. Earmarks** (many new ones)
- 6. Questions and Answer Session**

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## 1. Overview: The Funding

- SAFETEA-LU = \$286.4 billion over 6 years.
- Prior law, TEA-21, passed in 1998 with \$218 billion in funding over 6 years.
- A big part of SAFETEA-LU increase is “earmarked” projects, which went up over 250%, from \$9.4 Billion in TEA-21 to \$24 Billion in SAFETEA-LU.

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## 1. Overview: The Funding

As in recent transportation bills, the funds authorized are reduced by Congressionally directed takedowns that vary annually between 10 and 20%

**Bottom line:** Dollars authorized are not what the Program will see annually

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## 1. Overview: The Process

- SAFETEA-LU was enacted 22 months after TEA-21 expired.
- All programs, including the Park Roads and Parkways Program, operated in the interim on 9 “Continuing Resolutions” that extended the TEA-21 funding several weeks to several months each.

**Bottom Line:** Anticipated funding was delayed almost two fiscal years causing projects to be put on hold, reduced in scope, or delayed.

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## 2. PRPP - Funding

**TEA-21.....\$0.94 billion**

**SAFETEA Requested.....\$1.89 billion**

**SAFETEA-LU Enacted.....\$1.215 billion**

**Enacted is 29% over TEA-21**

**Enacted is 36% under Requested**

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## 2. PRPP - Other Funding Realities

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New minimum allocation to Alaska of 3% of PRPP, rather than prior agency allocation of 2%.

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## 2. PRPP - Focus

*Category I* – Address the Deferred Maintenance Backlog

*Category II* – Continue to take steps towards finishing the parkway system

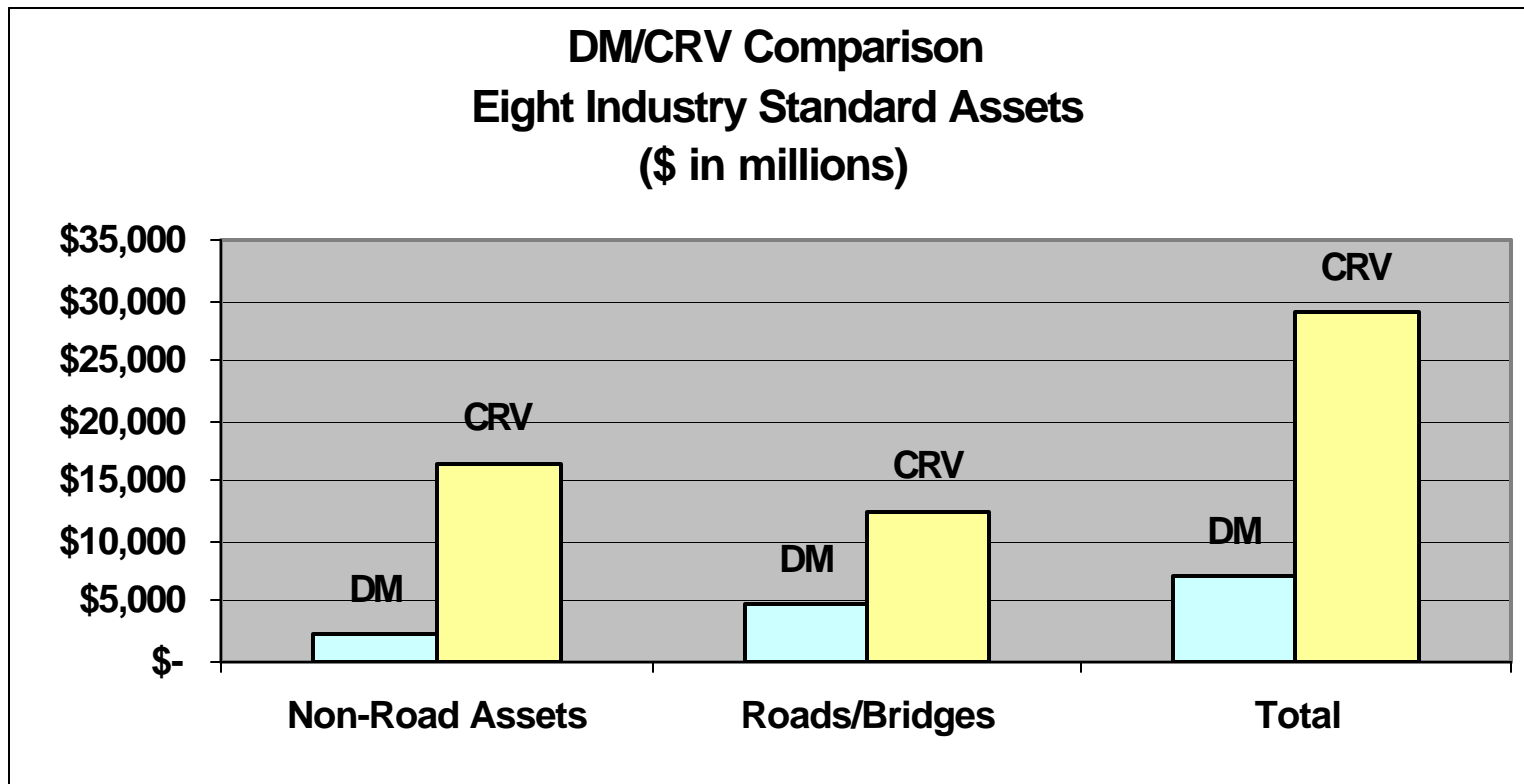
*Category III* – Ensure continuity of the Transportation Management Program

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## 2. Category I - Deferred Maintenance & Capital Replacement Value Comparison



2004 Summary Deferred Maintenance (DM) and Current Replacement Value (CRV) Information dated February 2005

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## 2. Category I - PRPP Road Conditions



*Poor*



*Fair*



*Good*

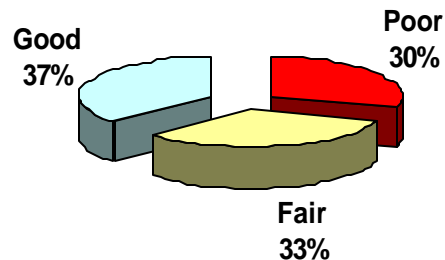
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## 2. Category I - PRPP Performance Targets

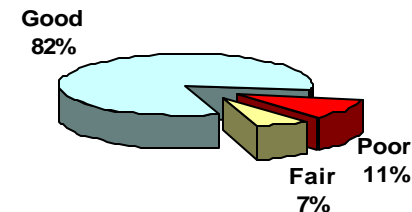
Pavement Condition 2004  
TEA-21



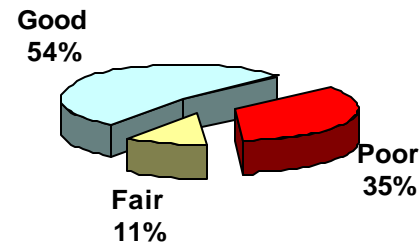
Current

### Administration's Target

Pavement Condition 2009  
Administration's Proposed Funding Level



Pavement Condition 2009  
SAFETEA-LU



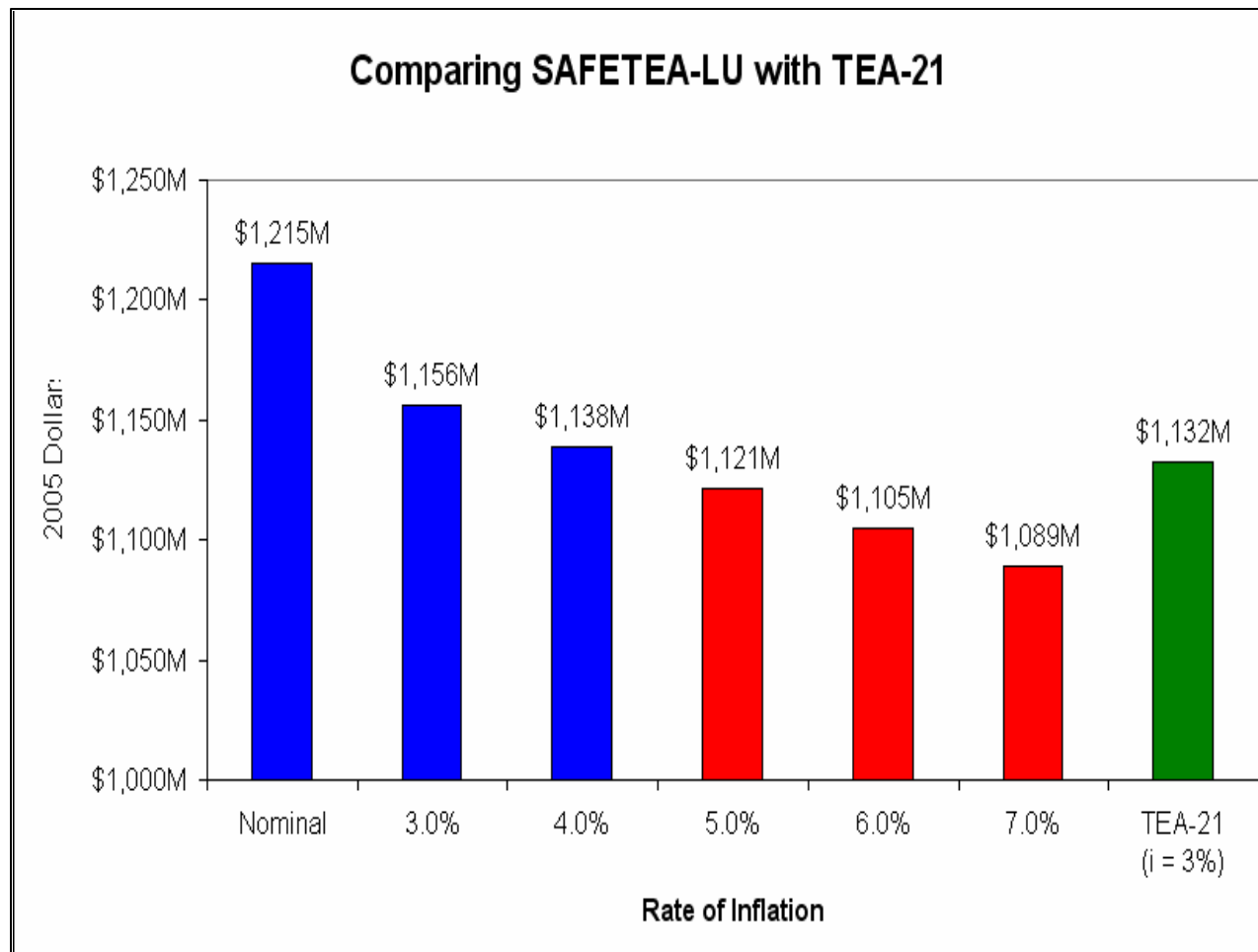
SAFETEA-LU Target

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## 2. Category I-PRPP Dollars with Inflation





## 2. Category I – PRPP Regional Formula

### TEA-21 Formula

0.55(Inventory)

**0.30**(Deficiency)

0.05(Safety count)

0.10(Traffic volume)

### SAFETEA-LU Formula

0.37(Inventory)

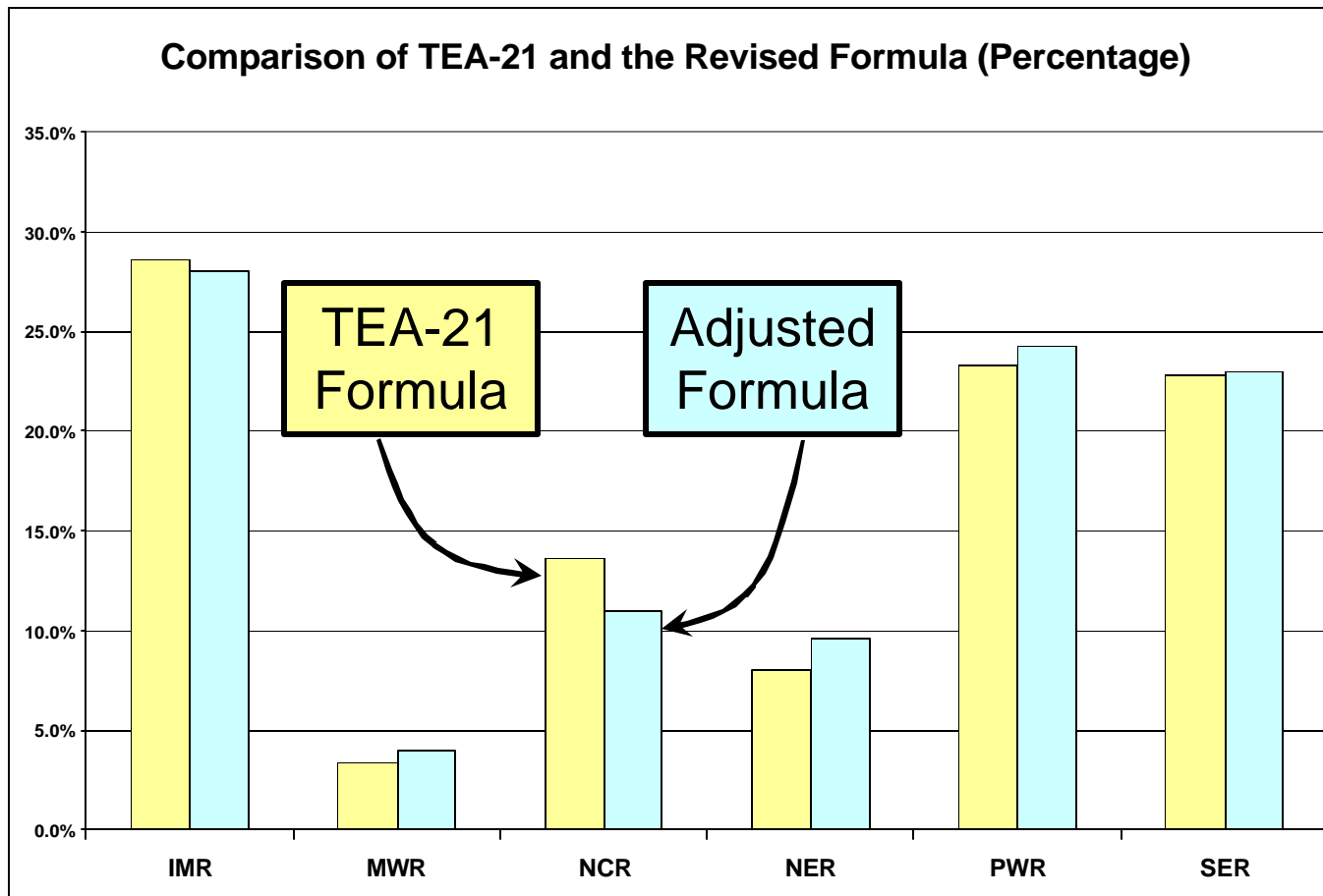
**0.50**(Deficiency)

0.08(Safety rate)

0.05(Traffic volume)

**Allocation To Emphasize Road Deficiency**

## 2. Category I – PRPP Distribution Formula

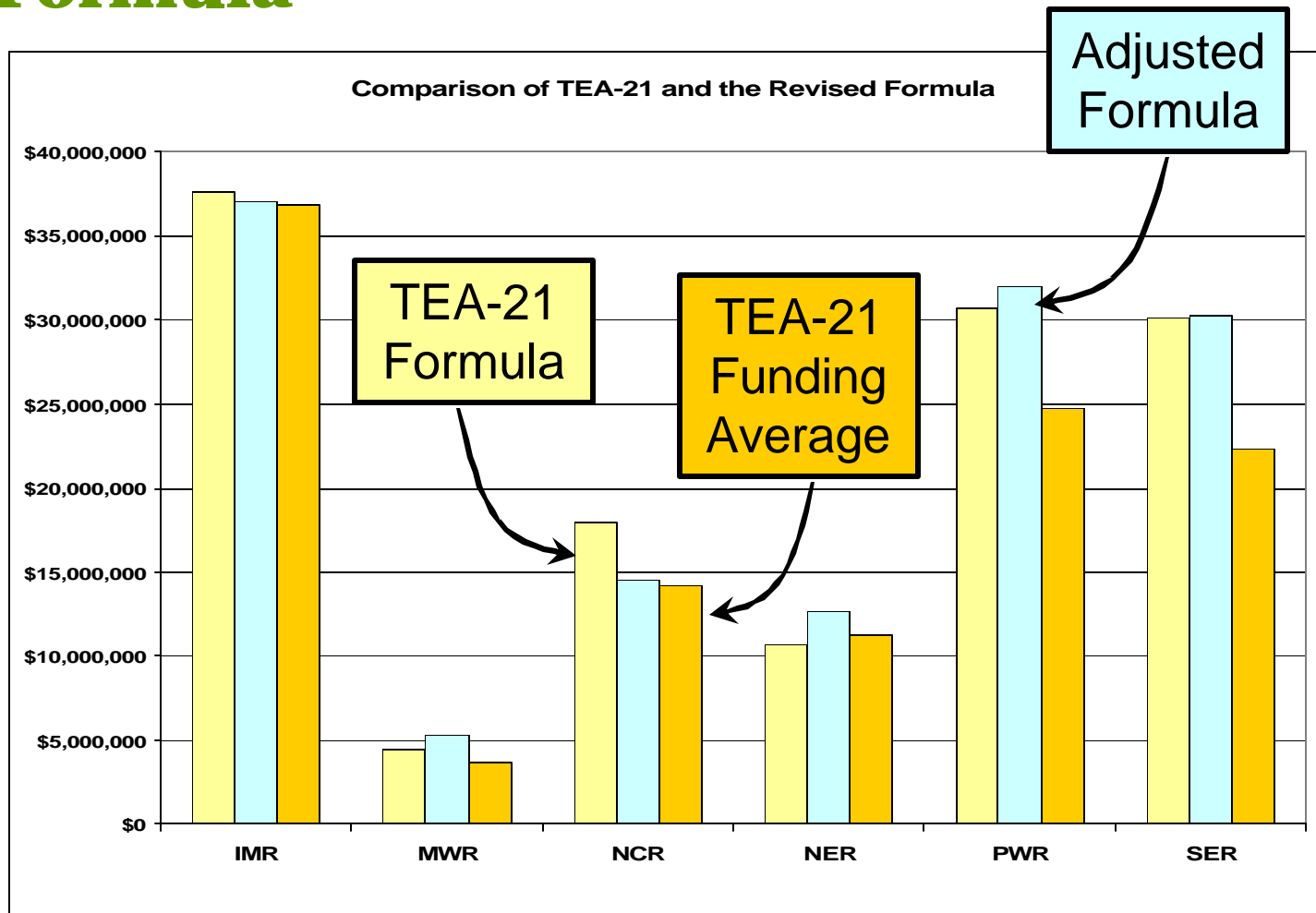


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## 2. Category I - PRPP Distribution Formula



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## 2. Category I - Limited Improvement in Road Condition Expected

### Regional FCI 2004 – 2009 (80/20 Scenario)

	2004	2005	2006	2007	2008	2009
Alaska	0.06	0.08	0.08	0.09	0.08	0.08
Intermountain	0.47	0.47	0.47	0.46	0.44	0.44
Midwest	0.49	0.49	0.49	0.49	0.47	0.47
National Capital	0.32	0.34	0.34	0.34	0.32	0.32
Northeast	0.41	0.41	0.39	0.37	0.36	0.36
Pacific West	0.51	0.51	0.49	0.47	0.47	0.44
Southeast	0.34	0.34	0.36	0.36	0.36	0.36

Preliminary Results

#### FCI Range

Good 0 – 0.18

Fair 0.19 – 0.65

Poor 0.66 +



## 2. PRPP Category II & III - Continued Support

- Category II - PRPP will provide funding to continue parkway work: Foot Hills Parkway and Natchez Trace
- Category III - PRPP will continue support for Transportation Management Program until new Alternative Transportation in Parks and Public Lands Program is underway

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## 3. Alternative Transportation in Parks and Public Lands Program

- New 4-year, cooperative program for Federal Lands Management Agency projects to be managed by USDOT and USDOJ
  - FY 2006 \$22 million
  - FY2007 \$23 million
  - FY2008 \$25 million
  - FY2009 \$27 million
- Eligible agencies: NPS, US Fish and Wildlife, Bureau of Land Management, Bureau of Reclamation, and the Forest Service





## 3. Alternative Transportation in Parks and Public Lands Program

- Project considerations: geographical diversity, variety of project size, safety, pollution and congestion reduction and mobility improvements
- A USDOT study in 2001 showed that the majority of needs for a federal lands transit program were in NPS park units
- PRPP to provide \$5.5 million in FY 06 to support Transportation Management Program until new program is established

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## 3. Alternative Transportation in Park and Public Lands Program

- Numerous institutional and administrative details ahead; law calls for interagency teams to develop policy, etc.
- Law provides for USDOH to select projects

**Bottom Line:** USDOH is in consultation with USDOT, and NPS is awaiting guidance on the development of this new program



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## 4. Other Related Programs

### Surface Transportation Program (STP)

- Provides states and metropolitan planning organizations with flexibility to fund just about any kind of transportation project or plan. \$32.5 billion over 5 years
- 10% of funds must be spent on “transportation enhancements” including bike and pedestrian facilities, scenic easements, historic preservation. Newly eligible activities include: environmental restoration, pollution abatement.

### Emergency Relief (ER)

- Provides \$ 100 million annually through Highway Trust Fund and other General Fund \$ as needed

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## 4. Other Related Programs

### Public Lands Highways

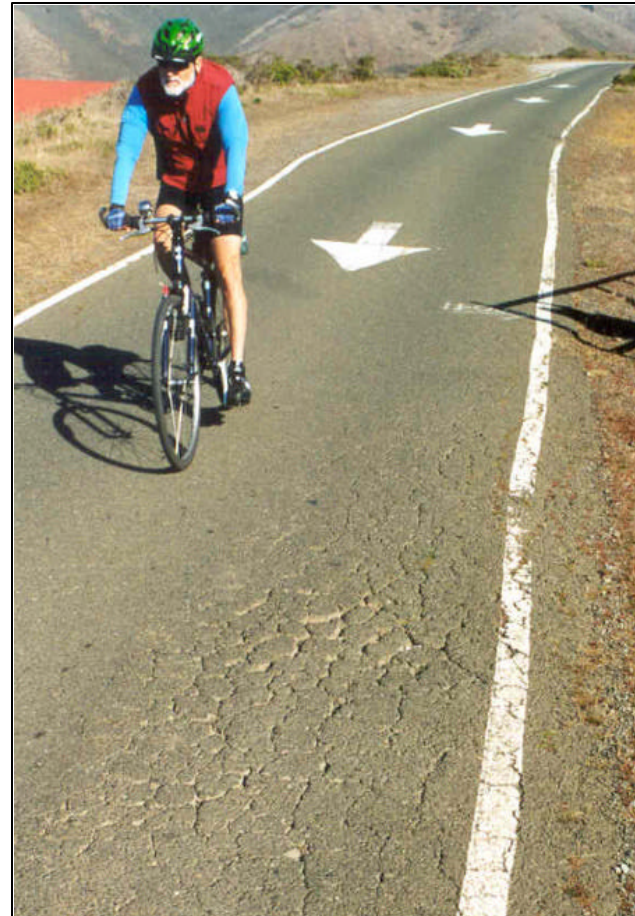
- \$1.41 billion over 5 years or an average of \$280 million annually.  
Approximately \$186 million annually is reserved for forest highways

### Scenic Byways

- \$175 million over 5 years in FHWA competitive grants for planning Byway programs and implementing projects on full-range of National and State Byways

### Recreational Trails

- \$370 million to states over 5 years for all trails activities



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## 4. Other Related Programs

### **Congestion Mitigation & Air Quality Improvement (CMAQ)**

- \$8.6 billion to states over 5 years for programs and projects to achieve improvement in both areas

### **National Historic Covered Bridge Program**

- \$40 million in DOT competitive grants over FY06-09 period

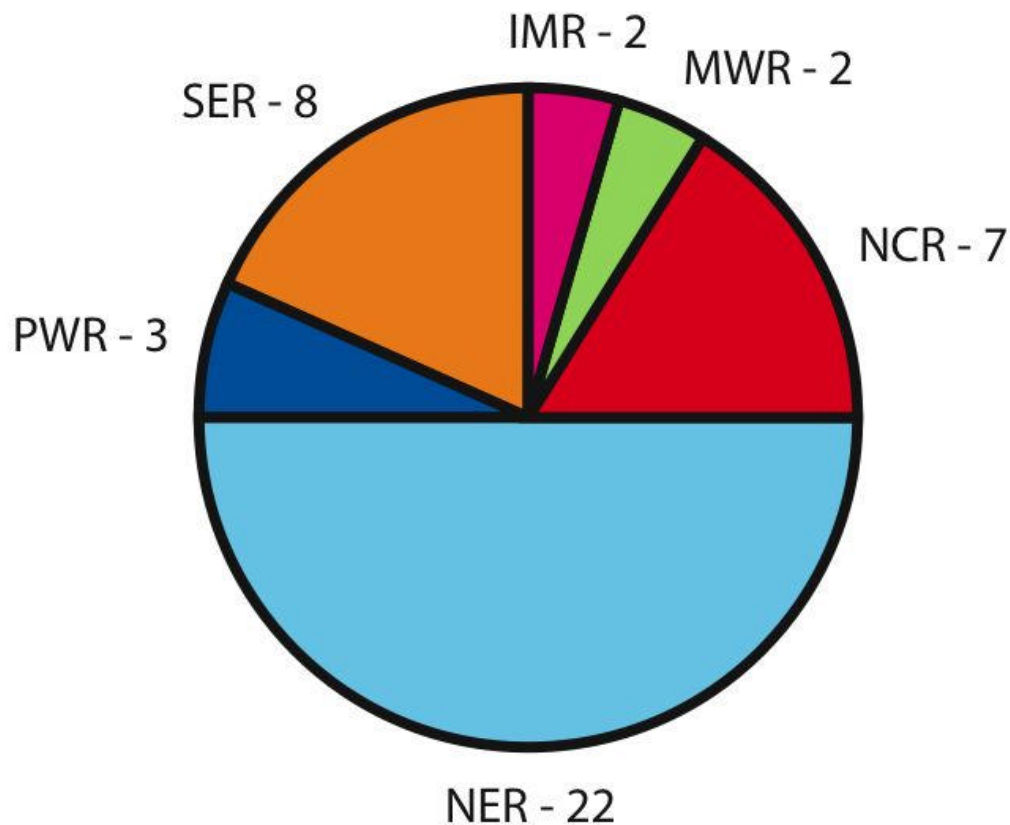


## 5. SAFETEA-LU Earmarks

- 44 projects in or directly impacting 30 NPS units and 6 regions at an estimated cost of \$172 million.
- Included in both highway and transit sections (Titles I and III) of SAFETEA-LU.
- Earmarks for NPS facilities are primarily capital improvements that add to the asset base.
- Projects range from new shuttle buses to reconstruction of roads to new bike facilities. Some will require dollar match and some will not.



## 5. Earmark Projects by NPS Region

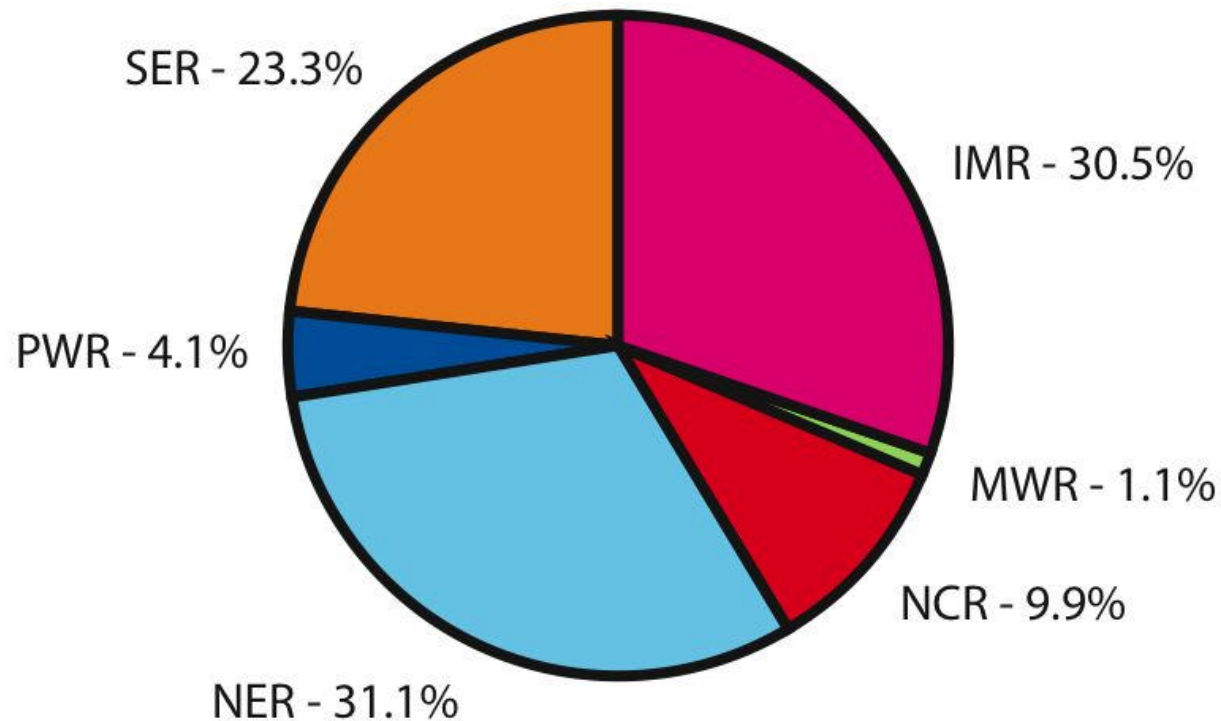


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## 5. Earmark \$ By NPS Region





## 5. All Earmarks Are Not Created Equal

- What the earmark is, and where it is in the bill, make a big difference.
- Earmarks will require close cooperation and coordination between the appropriate states, local governments, Federal Highway Administration and NPS.
- NPS is in the preliminary stages of understanding the roles, responsibilities, staffing/resource implications of implementing earmark projects.

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## 6. Questions and Answers Session.

Q & A updates and additional information:

<http://www.nps.gov/transportation/alt>

